

Sierra Vista

MUNICIPAL AIRPORT

AIRPORT MASTER PLAN



EXECUTIVE SUMMARY

airport property, including a 2.5-acre parcel that could accommodate a specialty aviation operator such as the U.S. Forest Service. Furthermore, utility enhancements in the form of increased water storage and fire suppression are programmed to meet the demands of future airport users in these areas.

CAPITAL IMPROVEMENT PROGRAM

The Master Plan has identified approximately \$31 million in capital needs over the next 20 years. Many projects are eligible for aid from the Federal Aviation Administration (FAA) and Arizona Department of Transportation – Multi-Modal Planning Division – Aeronautics Group (ADOT).

The source of federal monies is through the Airport Improvement Program (AIP), which is administered by the FAA. Federal AIP funding of 91.06 percent can be received from the FAA for eligible projects within the State of Arizona. ADOT also participates in funding of airport

	Base Year	2017	2022	2032
ANNUAL OPERATIONS				
Itinerant Operations				
General Aviation	9,570	10,350	11,600	13,800
Air Taxi	5,920	6,100	6,600	7,600
Military	65,820	66,400	66,400	66,400
Total Itinerant Operations	81,310	82,850	84,600	87,800
Local Operations				
General Aviation	22,330	24,150	27,000	32,200
Military	43,920	44,300	44,300	44,300
Total Local Operations	66,250	68,450	71,300	76,500
Total Annual Operations*	147,560	151,300	155,900	164,300
BASED AIRCRAFT FLEET MIX				
Single Engine Piston	60	67	72	83
Multi-Engine Piston	3	3	4	4
Turboprop	--	1	2	4
Jet	--	1	2	4
Helicopter	3	3	4	5
Total Based Aircraft	66	75	84	100

* Includes ATCT After-Hours / Weekend Adjustment

projects within the state. It will also be important for the City of Sierra Vista to partner with the U.S. Army in sponsoring planned improvements that will accommodate both general aviation and military activities.

AIRPORT ASSETS AND ECONOMIC BENEFIT

A number of assets are available for use at Sierra Vista Municipal Airport,

including a 7,000 square-foot terminal building, storage hangars, extensive aircraft parking apron, fuel facilities, and over 11 acres of developable property. These assets, coupled with a runway and taxiway system capable of handling all types of aviation activity, will allow Sierra Vista Municipal Airport to accommodate an array of aviation demands.

Sierra Vista Municipal Airport is vital to the region, as it is a source of economic stimulus and pride. The airport's total annual economic benefit is currently estimated at \$11.4 million. The Master Plan provides the tools that the City of Sierra Vista will need to meet the challenges of the future. By providing a safe and efficient facility, Sierra Vista Municipal Airport will remain a valuable component to the surrounding region.

PROJECT DESCRIPTION	TOTAL PROJECT COST	FAA ELIGIBLE	ADOT ELIGIBLE	LOCAL SHARE
SHORT TERM PROGRAM (1-5 YEARS)	\$16,711,200	\$15,217,219	\$746,991	\$746,991
INTERMEDIATE TERM PROGRAM (6-10 YEARS)	\$3,029,500	\$2,758,663	\$135,419	\$135,419
LONG TEM PROGRAM (11-20 YEARS)	\$11,248,400	\$9,824,554	\$482,273	\$941,573
TOTAL PROGRAM COST	\$30,989,100	\$27,800,436	\$1,364,682	\$1,823,982



For more information, please contact:

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Sierra Vista, AZ 85635
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Sierra Vista Municipal Airport is situated on approximately 72 acres of property within the north-central portion of the Fort Huachuca Military Reservation. The airport, in addition to Fort Huachuca, an active U.S. Army installation that is headquarters to the U.S. Army Intelligence Center and School and a major unmanned aerial system (UAS) test center, both maintain an important presence at Libby Army Airfield and make up the military/civilian joint-use facility that exists today.

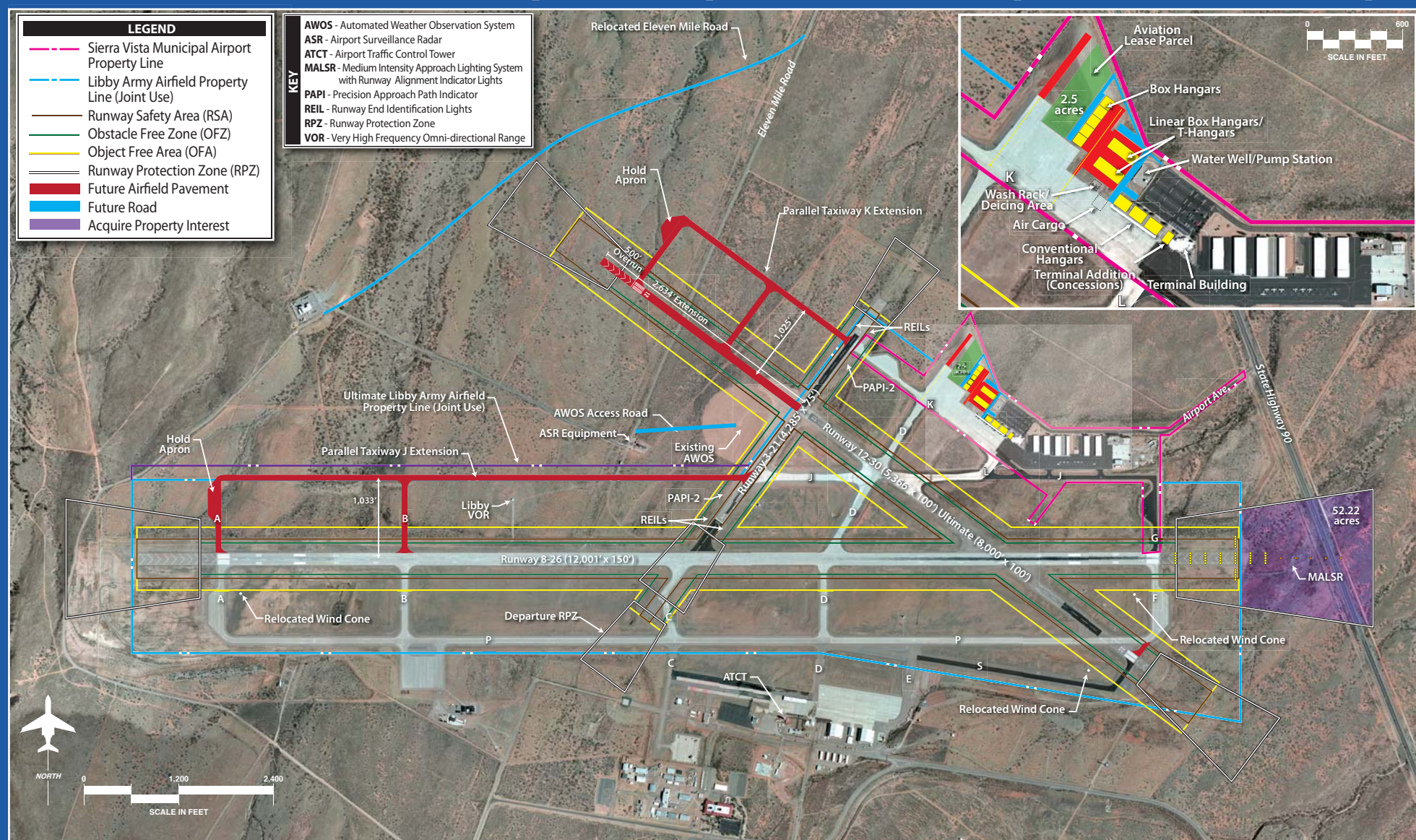
Having excellent access to regional highway infrastructure, Sierra Vista Municipal Airport and Libby Army Airfield provide a top notch facility for the aviation industry that serves as a major economic engine for the City of Sierra Vista and the surrounding region.

An array of aviation activity, ranging from small single engine piston-powered aircraft to corporate business jets to sophisticated military operations, make up the 150,000 annual operations experienced at the airport.

Existing airfield features include:

- ✈ Three active runways
- ✈ 12,001' x 150' primary runway
- ✈ Airport traffic control tower (ATCT)
- ✈ Precision instrument landing system (ILS) approach
- ✈ Aircraft rescue and firefighting (ARFF) facility located on the airfield
- ✈ Abundant aircraft parking apron space
- ✈ Full and self-service fueling capabilities (100LL and Jet A)

Sierra Vista Municipal Airport Development Concept



MASTER PLAN PREPARATION

The City of Sierra Vista initiated an Airport Master Plan Update for Sierra Vista Municipal Airport in late 2011, and the Sierra Vista City Council adopted the Master Plan in March 2013. The study provides a 20-year strategic forecast of future aviation demands on the airport and the facilities and infrastructure needed to support aviation activity.

Recognizing that Sierra Vista Municipal Airport is of interest to many constituencies, a group of community leaders, Fort Huachuca/Libby Army Airfield officials, and aviation interest groups were identified to act in an advisory role in the development of the Master Plan. This Planning Advisory Committee (PAC) met four times during the course of the study, reviewed draft reports, and provided comments throughout to help ensure that a realistic, viable plan was developed. Public Information Workshops were also conducted

throughout the study to provide information and solicit input from interested citizens. All study material was also made available to the public via an internet website created specifically for the Master Plan.

DEMAND-BASED PLANNING

Facility planning begins with a definition of demand that may reasonably be expected in the future. For Sierra Vista Municipal Airport, this involved updating forecasts to identify potential aviation demand over the

course of the next 20 years. Recognizing the realities of year-to-year fluctuations in activity, the Master Plan focused on potential demand levels rather than future dates in time. The “demand planning horizons” were established as levels of activity that will call for consideration of the implementation of the next step in the development program. By developing the airport to meet the aviation demand levels, it will serve the actual needs of users while maintaining a safe and efficient airport environment.

AIRPORT DEVELOPMENT PLAN

Sierra Vista Municipal Airport continues to be developed as a facility that can handle a wide array of aviation activities. The following summarizes the airside and landside recommendations to best meet the needs of projected demand in the future.

Airside – Serving as the airport’s primary runway, Runway 8-26 is to be maintained at 12,001 feet, which accommodates the needs of military and general aviation activities. A medium intensity approach lighting system with runway alignment indicator lights (MALSR) is planned for Runway 26 that would complement the precision ILS approach currently serving this runway. An extension to 8,000 feet is planned for Runway 12-30, which would satisfy the needs of general aviation aircraft while meeting the mission of special military operations that could be associated with this runway in the future. Significant taxiway improvements serving the airfield system are also planned to enhance circulation and more efficient use of the airfield, namely segregating military and civilian aircraft activities. The major taxiway improvement includes the extension of Taxiway J, allowing it to serve as a full-length parallel taxiway on the north side of Runway 8-26.

Landside – The Master Plan focuses on maximizing the development potential of remaining property at the airport. A combination of conventional hangars, executive hangars, and T-hangars/linear box hangars are proposed in certain areas northwest of the existing terminal building that can satisfy the needs of based aircraft and other aviation activities through the next several years. A series of taxiways and roadways are planned to provide access to undeveloped portions of